

The China Mail.

Established February, 1840.

VOL. XLIII. No. 7587.

第二十一年七月八日

HONGKONG: TUESDAY, DECEMBER 18, 1887.

日九月十日

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GORDON STREET & CO., 37, Cornhill, E. C. GORDON & GORKE, LUDGATE CIRCLE, E. C. BATES, HENRY & CO., 37, Waterhouse, E. C. SAMUEL DRAGON & CO., 150 & 154, Isambard Street, W. M. WILLS, 151, Cannon Street, E. C.

PARIS AND EUROPE.—AMÉDÉE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WANG, 2, Park Row.

SAN FRANCISCO and American Ports generally.—B. & B. BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORKE, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., The APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAFES & CO., Square, Singapore. O. BERNARD & CO., Manila.

CHINA.—ALFONSO, P. A. DE CRUZ, Sing-tan, JUAN & CO., Amoy, N. MOALIE, KERKIN, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WATSON, Yantchow, LANE, CRAWFORD & CO., and KELLY & CO.

BIRDS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on work-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least two years, about the beginning of January, and beginning of July.

6.—Correspondence as to the business of the Bank is marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1887. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000.00
RESERVE FUND, \$3,000,000.
RESERVE LIABILITY OF PROP. \$7,500,000.
SHARES, \$7,500,000.

COURT OF DIRECTORS.

Chairman—O. D. BOTTRELL, Esq.
Deputy Chairman—Hon. J. BELL, IRVING.
W. H. FARNY, Esq. Hon. A. P. McEWEN.
H. L. DALY, Esq. S. C. MICHAELSEN,
Esq.

W. H. FORBES, Esq. J. S. MOSEY, Esq.
H. HOPKINS, Esq. J. G. F. D. SANDBUR,

Chief Manager
Hongkong, Thomas, Esq.
Shanghai, J. E. C. CANNON, Esq.
LONDON BANKERS—London and County
Bank

HONGKONG

INTEREST ALLOWED.

On Current Deposits, 2 per cent. of the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 3 per cent.
" 6 " " 4 per cent.
" 12 " " 5 per cent.

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 363

Intimations.

NOTICE.

G. E. S. M. I. T. H.
WINE MERCHANT,
SHANGHAI.

NORTON & CO.,
MANUFACTURERS,
QUEEN'S ROAD, HONGKONG.

HONGKONG, October 1, 1887. 1918

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist.
(FORMERLY ARTIFICIAL APERTURE AND LAT-
TELLY ASSISTANT TO DR. ROGERS.)

AT the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly oc-
cupied by Dr. Rogers.

No. 2, DUNDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Post Office Box No. 2, DUNDELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 18, 1888. 66

Intimations.

NOTICE.

THE COMMITTEE of the VICTORIA REGATTA request the pleasure of the COMPANY of the LADIES of HONGKONG to have the Flotilla on THURSDAY and FRIDAY, the 15th and 16th instant, the Regatta days; and at the Cricket Ground, which has been kindly placed at their disposal, by the Cricket Club Committee, on SATURDAY, the 17th instant, at 4:30 p.m., when the Price won at the Regatta will be distributed.

Through the courtesy of Mr. GRIMES, the Secretary of the Dock Company, the Pilot-Fish will leave Pedder's Wharf on THURSDAY and FRIDAY, the 15th and 16th instant, at 12 Noon and 12.45 p.m., for the FLATIRON, which will be moored off Kowloon Point.

REFRESHMENTS will be supplied on board the FLATIRON to SUBSCRIBERS. TEA-PIN will be provided by Messrs. DODDRE & HING KEE.

By Order,

J. H. STEWART LOCKHART,
Hon. Secretary.
Hongkong, December 12, 1887. 2417

ST. GEORGE'S BALL.

ENGLISHMEN Jealous of SUBSCRIBERS are hereby informed that SUBSCRIPTION Lists are awaiting their Signature at the following places—

HONGKONG CLUB,
HONGKONG DISTINGUISHED,
MESSRS. KELLY & WALSH,
MESSRS. LANE, CRAWFORD & CO.

A. EY. WOOLLEY,
Hon. Secretary.

Hongkong, December 7, 1887. 2381

HONGKONG JOCKEY CLUB

RACE MEETING, 1888.

WEDNESDAY, THURSDAY,
& FRIDAY,
the 22nd, 23rd, and 24th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of \$20 each, half forfeit if declared on or before the date of closing entries, with \$10 added for 1st Pony and \$50 for 2nd. For all China Ponies and 1st Ponies at date of Entry (SATURDAY, the 21st January, 1888), First Pony 70 per cent., 2nd Pony 20 per cent., and 3rd Pony 10 per cent. Weight 10st. 10lbs. Distance, One Mile and a Half.

Nominations close on SATURDAY, the 17th December, 1887, addressed to the Clerk of the Course, at the Hongkong Club.

By Order,
H. J. H. TRIPP,
Clerk of the Course.
Hongkong, December 5, 1887. 2364

NOTIFICATION.

IT is hereby notified that the Undersigned

have requested H. B. M.'s Consul at Apollo, to DISPOSE OF THE WRECK of the S. S. KILMARNEY, as she now lies Sunken in that Harbour—together with 3 SHIPS BOAIS belonging to her and lying ashore there—at a Date to be fixed by the Consul, but not earlier than the 20th December, but not later than the 1st January, 1888.

The purchase of the wreck to be subject to the terms and conditions specified by the Consul.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, December 1, 1887. 2364

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T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 363

CANTON INSURANCE OFFICE
LIMITED.

NOTICE TO SHAREHOLDERS.

THE Transfer BOOKS of the Company will be CLOSED from the 19th to 31st Instant, both days inclusive.

JARDINE, MATHEWS & CO.,
General Agents,

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 10, 1887. 2400

RIBES ET CONFETIONNERS

FRENCH DRESS-MAKER.

—

Mrs. G. HEYMANS,

35, WELLINGTON STREET,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER
IN HONGKONG.

DIPLOMA in PARIS in 1884.

Hongkong, October 1, 1887. 1976

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS

DISCHARGING BOMBAY COT-

TON and COTTON VARN will have Free Storage

for 3 days from arrival, after which a Rent

of 3 dollars per ton per month will be charged.

ISAAC HUGHES,

Secretary.

Hongkong, November 7, 1887. 3148

Business Notices.

EXCELSIOR & WOOD & CO.
HAVE NOW OPENED THEIR NEW STOCK OF
FANCY GOODS AND DELICACIES
available for the Festive Season.

Christmas & New Year Presents.

ALL THE LATEST NOVELTIES.

LADIES' HAND BAGS.
PORTFOLIO ALBUMS.
POCKET BOOKS AND PURSES.
PHOTOGRAPH FRAMES & CASES.
FLOWER HOLDERS.
INKSTANDS.

DRESSING CASES AND BAGS.
NAIL SETS in Cases.
JEWEL AND WORK BOXES.
CIGAR CABINETS.
MANTLE ORNAMENTS.
TABLE LAMPS.

NEW ONYX WARE. NEW EMBOSSED LEATHER.
A HANDSOME TABLE FOUNTAIN.

A SPLENDID COLLECTION OF PRESENTS.

CHILDREN'S MECHANICAL TOYS.

CAVEVED MEERSCHAUM PIPES AND CIGAR HOLDERS.

CIGAR AND CIGARETTE CASES, TOBACCO BOXES.

RECOGNITIBLY BOUND PRESENTATION BOOKS.
CHRISTMAS AND NEW YEAR'S

Intimations.

VICTORIA REGATTA.
THIRTY-SECOND MEETING.THURSDAY AND FRIDAY,
15th and 16th December, 1887.

Patron.—His Excellency Sir G. William De Vaux, K.C.M.O.
Vice-Patron.—His Excellency Admiral Sir R. Vesey Hamilton, G.C.M.G., His Excellency Major-General Gouraud, G.C.B.
Stewards.—Colonel Anderson, Northamptonshire Regt.; Honourable J. Bell-Irving, W. H. Forbes, Esq.; D. Gillies, Esq.; H. Hopking, Esq.; J. Jackson, Esq.; N. G. Mitchell-Jones, Esq.; Commander Smythies, J. S. G. Stewart, Esq.; Colonel Storer, M.A.; Hon. H. G. Thomsett, M.P.; H. J. H. Tripp, Esq.; H. E. Wadehouse, Esq.; Capt. E. L. Waddington, Esq.; Committee.—Honourable A. P. MacEwan, (Chairman); A. D'Ancon, Esq.; Major Ellis; M. Falconer, Esq.; P. Grimble, Esq.; F. Koch, Esq.; G. C. G. Master, Esq.; J. Sampson, Esq.; C. H. Thompson, Esq.; H. N. Thompson, Esq.; A. N. D. Horn, Secretary.—J. H. Stewart-Lockhart, Esq.

Hon. Treasurer.—R. T. Wright, Esq.
Judges of the Rowing Races.—Commander Rumsby, M.A., and A. K. Travers, Esq.
Umpires and Referees.—Rowing.—Umpire.—Honourable A. P. MacEwan; Storer.—J. Andrew, Esq.; Vice-Rowing.—E. L. Woodin, Esq.; Yachts.—G. C. Anderson, Esq.; Open Sailing Boats.—E. Burnie, Esq.; Sailing Boats.—H. E. Wadehouse, Esq.; Judge of the Sailing Races.—Commander Browne, R.N.
Time-keeper.—M. Falconer, Esq.
Clerk of the Course.—H. J. H. Tripp, Esq.

FIRST DAY,
Thursday, 15th December, 1887.

Intimations.

YACHT RACE.—FOR YACHTS OVER 10 TONS. Entrance, \$5. Time for tonnage. Cup presented by the V. R. C. For V. R. C. 10 TONS. Entrance, \$5. Time for tonnage. Cup presented by the Hon. G. P. Chater.

B. Entries for race 2 and 3 (First Day) and 3 (Second Day), close on Saturday the 10th December at 5 p.m., and must be sent in in writing to the Hon. Secretary, giving name of boat, colour, number of crew, &c. Post entries allowed for races 5 and 10 (First Day) and 5 and 10 (Second Day). Entries for the Yacht Races must be sent to Mr. G. C. Anderson; Entries for the open Sailing Boats to Mr. E. Burnie, &c., or before Saturday, the 10th December.

J. H. STEWART LOCKHART,
Hon. Secretary,
VICTORIA RECREATION CLUB.
Hongkong, December 5, 1887. 2363

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at the Office.—Price, \$1 each.

CHINA MAIL OFFICE.

A NY Coat-of-CLOTHING, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

NOTICES to Consignees.

STEAMSHIP DJEMNAH.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. Minche and Nienna, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless notification is received from the Consignees before 10 a.m. To-MORROW (Sunday), the 11th Inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 17th December, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me or before MONDAY, the 19th December, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 10, 1887. 2406

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Lydia, Captain G. Petersen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW, the 8th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 13, 1887. 2423

NOTICE TO CONSIGNEES.

S.S. FLINTSHIRE, FROM HAMBURG, ANTWERP, LONDON, AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co., whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Instant, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

ADAMSON, BELL & CO.,
Agents.

Hongkong, December 10, 1887. 2403

NOTICE TO CONSIGNEES.

STEAMSHIP DJEMNAH, FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

THE Steamship Djemnah having arrived from the above Ports, Consignees of Cargo by her and the S.S. France from NEW YORK, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 14th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, December 7, 1887. 2379

Not responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

A. L. Rowe, Hawaiian brig, Captain J. Phillips.—Wistler & Co.

Argo, British steamer, Capt. A. Cook.—Wing Lee.

Look Linhna, British ship, Capt. John H. Vaughan.—Captain.

Ota, British steamer, Captain M. Duff.—Adamson, Bell & Co.

Velocette, British barque, Capt. R. Martin.—Fawcett & Co.

SAILING RACE.—FOR ALL OPEN BOATS (Chinese excluded).

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LOCAL AND GENERAL.

PARSED-SKIN CANAL.

OUTWARD BOUND.—"Good", Oct. 10; "Treas", 18; "Trot", Urumia, Nov. 11; "Glenor", 18; "Lerter", 22; "Mertonshire", 26; "Belton", 26; "Belvoir", "Brent", "Hector", "Lord of the Isles", "Magna", "Pine", 29; "Athenian", Dec. 2; "Moor", "Cedars", 6; "Glenmore", At 26; "Port Adelaid", Nov. 10; "Boscombe", 18; "Electra", "Serpentine", 25; "Athena", Dec. 3; "Yorkshire", "Wellington", 6; "Glamorgan", "Glenfern", "Pendennis", 9.

The steamer *Sulky*, with the English Mail of November 13th, left Singapore on Friday, the 9th instant, at 5.30 p.m., and may be expected here on about Thursday, the 15th inst. This packet will reply to letters despatched from Hongkong on Sept. 29th.

The P. M. S. & Co.'s S. S. *City of New York*, with the American Mail to the 10th inst., will leave Yokohama on Tuesday, the 13th instant, and may be expected here on or about Sunday, the 18th inst.

The Shire Line steamer *Dembig-Aire* left Singapore on the 7th instant, and may be expected here on or about the 14th instant.

The Navigazione Generale Italiana Co.'s steamer *Borbone* left Singapore for this port on the 10th instant, and may be expected to arrive on or about the 16th inst.

The O. S. S. Co.'s steamer *Prometheus*, from Liverpool, left Singapore on the 12th instant, and may be expected here on or about the 19th instant.

Mrs. Butterfield & Swin inform us that the O. S. S. Co.'s steamer *Prometheus*, from Liverpool, left Singapore yesterday afternoon, and is due here on the 19th inst.

A big typhoon swept over the province of Vianas about a fortnight ago and did considerable damage. One ship got ashore, got off and then got ashore again, and although much damaged she is still able to float.

Wong Hi Fuk, a coolie who was charged before Mr. Mitchell-Innes, in the Police Court to-day, with stealing some copper, of the value of 50 cents, the property of the Dock Company, was sentenced to one month's hard labour.

The Hongkong Football Club play their first match to-morrow (association rules). The teams are:—Club A. E. Company 58th; The Club team, who are requested to wear colours;—E. Company will be in white, are:—C. W. Dickson, A. Maclean, F. Maitland, E. W. Maidland, C. P. Podler, M. D. Graham, J. Wilkie, J. P. Brewin, J. E. Edmonds, W. H. Wallace and A. N. Other. There will be a tent on the ground and the ladies are invited; tea and cake will be provided,—play commences at 4.15.

We were mis-informed, last night when we said that the non-appearance of the Danes in the International Race was owing to the indisposition of Mr. Melby. Mr. Melby, as all know, was the originator and moving spirit of the Danish crew, and it is a great disappointment to him that the arrangement has fallen through. The cause, we believe, of the retirement of the descendants of the "Old Vikings" from the International race is that one of the members of the crew threw up the whole thing at the last moment.

The unsatisfactory nature of the interpretation at the Police Court was strongly felt, and may say almost painlessly illustrated in the trial of a gang of pirates to-day before Mr. Wodehouse. A few samples of what occurred will serve to show better than any description how communication between the witness box and the bench is maintained.

Magistrate (to witness). On what side of your vessel did the junk come? Right or left?

Interpreter's answer.—On the starboard side.

Magistrate.—Right or left side I asked. Interpreter.—The left side.

Magistrate.—Were the crew and passengers battened down in the hold?

Interpreter.—Yes; they had to stoop down; they were squatting.

Magistrate.—Did the shots fired from the other junk hit your junk?

Interpreter.—Yes; he picked the cartridges off the deck of his junk.

Magistrate.—Were you fed during the time you were in the hold?

Interpreter.—Yes; I am afraid when I am in the hold.

Magistrate.—They did not take any notice of you after they had put you into the hold?

Interpreter.—No; no notice was done to us after we were in the hold.

Magistrate.—Did they offer you any violence?

Interpreter.—No.

Mag.—Did they threaten you?

Int.—They beat us with their fists and kicked us.

It is but fair to say that the interpreter on this occasion was neither of the two regular interpreters, but one who's services are not frequently called in for the examination of witnesses who speak a certain dialect.

A POSTAL TUBE FROM CHINA TO BOYCE.—The latest French Engineering Scheme is a postal tube, made from sheet-iron, between Calais and Dover. The plan which is proposed is essentially as follows:—The tubes—four in number—are to be one meter in diameter, supported upon pillars 2,600 feet apart. The greatest estimated depth of water at any point is 180 feet. These pillars will rest upon the solid bottom, are to be constructed of iron-tubes, and rise 330 feet above tide-water. The total length of the tubes is thirty-two kilometers (twenty miles), and each tube will weigh, when finished, about 300 pounds per linear yard. It is designed that each tube shall carry small trains of cars, twelve or fifteen in number, each car weighing, when loaded, 1,000 pounds. The propelling force is to be compressed air.

THE RECENT PIRACY CASE.

The eight men who were brought before Mr. Wodehouse on Saturday last charged, at the instance of Police Sergeant Bullin, of the Stanley district, with the crime of piracy on the high seas, were again placed in the dock at the Police Court to-day, when the following evidence was given:—

Young Az, Captain of the *Kum Ho Li*; Junk, plying between Ho-lung and Hongkong, said—My junk is a trading vessel carrying goods and passengers. On the 9th inst. I left Ho-lung at 12 midnight for Hongkong with a cargo of rice, oil and eggs, and 25 passengers. There were 120 pieces of value of 100 taels; 4 pieces of value, about 20 taels; and 4 boxes of eggs, value 20 dollars. The crew consisted of six men, including myself, there being altogether 81 people on board. The junk is a two-masted vessel. The only arms on board were our muskets. On the 8th at 4 p.m., we were off Fuk-kin Hyap when I saw a junk sail close to me and fire at me three times. It was a two-masted junk. She came from the direction of Fuk-kin Head, while I was passing. I stopped it, she came alongside on our port side. About ten men came on board our junk and drove all the passengers down into the hold. I and my crew were also put into the hold, and they threatened to kill us if we came up. We were battened down. About five of the pirates came down into the hold and partially stripped us all, taking away our coats. They also took all the money they could find about us. They took away all the good clothing they could find. The men were armed with revolvers and daggers. They sailed the junk to Little Hongkong, where she arrived on the 9th about six a.m. The pirates then asked me to get 200 taels to redeem the junk. I pretended to agree and told them I would, go to the Leung Hop shop in Hongkong and get the money, which I would bring to them at Little Hongkong. They let me go and I came to Hongkong, along with one of the pirates. We went to the Leung Hop shop and the master of the cargo was co-signed. I told the master all that had happened and the master of the shop advised me to report the matter to the police. Two of the masters of the Leung Hop shop came along with the pirate and myself to the central station. The first pirate, who is the pirate who was along with me, is one of the crew of the pirate junk and was instructed to accompany me by the head man. I did not see him till I went into a sampan to go ashore at Little Hongkong. I did not see him on board the junk. They pat me in a sampan with him. They took me in to the pirate junk. What they did was to lower a boat and put me in, it along with the first prisoner. I saw all the other prisoners before; they were some of the men who boarded my junk and put us all into the hold. I did not see the first prisoner there. The men beat us with their fists and kicked us, and threatened to kill us. We did not offer any resistance; the head man of the pirates is not among the prisoners. The shot fired by the pirates struck our junk. They were revolver shots. Nobody was hit by them. We were kept all the time in the hold till we arrived in Little Hongkong. We got no food during that time. No further notice was taken of us after we had been put into the hold. They removed all the eggs and the oil in our junk and left the rice in our junk. Fuk-kin Head is about 15 miles from Hongkong, being about two hours' sail with a favourable wind. We were about two miles from shore when the pirates attacked us. The clearance paper produced belongs to my junk. I got it from the Harbour Master's Office on 15th November last. It was in my box in the cabin when the pirates attacked us. It was taken from my box along with two account books and 12 boxes of silver. I also lost some clothing— one pair of trousers and two jackets. The box in court is mine, and the two account books in it are mine. The weapons in it do not belong to me.

Sergeant—On the 9th inst., about 11.30 a.m. I received a telegram from the Inspector on duty at the Central Station, in consequence of which I went with a party of Police from Stanley to Deep Water Bay, in the Harbour Master's boat. I found the *Kum Ho Li* junk lying there. She is a junk of about 300 ploughs capacity. I boarded her and found the second, third, fourth and fifth prisoners there. They were very excited and rushed from one side of the party to the other. I told them not to be frightened and to show me their papers. The sixth prisoner handed me the clearance paper already produced. We received the third, fourth, fifth and sixth. While we were doing this three jumped overboard, one of whom was ashore. I arrested the second prisoner in the water, and the third was also arrested in the water by P. C. 43. We then went on to the island along with Inspector Stadon, who had arrived with a party of police from Aberdeen in a steam-launch. I went ashore in the gig, and Inspector Stadon along with a party of police. On landing we searched the island. I saw the eighth prisoner arrested. He was lying concealed in the grass and was arrested by Indian P. C. 702. A Chinese P. C. arrested another man on the hill. We took the prisoners back to the *Kum Ho Li* junk and then put all of them on board the *Charles May*, which had arrived at Deep Water Bay. While we were arresting the man on board the people in the hold pushed up the hatchets, waited people up. There were five men in the after hold and in the next hold 22. They were beaten but were not in a miserable state, having been packed very closely together. The saloon from the hold was very strong, as if the people had been confined in it for a long time. The hold is only about a yard and a half wide and about three yards long, and is not high enough to allow a man to stand up. Into this the 22 men were packed. In the fore-hold I found a woman and a man. The crew was all in the after-hold. There are six holds altogether. The three centre holds were full of rice, the last hold in which the woman was a very small one and would not admit of her standing up. On deck I found the two muskets produced. They were loaded with three bullets each. In the box produced I found two chamber revolvers, both loaded. There were also in the box three spear-heads and three wallets containing ammunition. The prisoners were not armed when arrested.

The first witness, said the speaker, had produced a long list of his marks and other marks not the revolver and the ammunition. The rifle, revolver and ammunition were brought on board by the pirates.

The gentleman forming the Sanitary Board have hitherto allowed themselves to be brought into something like ridicule, by their want of determination and decision in not persisting in the reforms they know should be carried out. The "one man" regime has proved the stumbling block, and they are solely responsible for this to the cause.

I cannot close my remarks better than by urging on each member of the S. B. a close study of Mr. Chadwick's official report on the state of Sanitation in Hongkong. This Blue Book can be had at the Government Offices, and a more damning publication never appeared against any public department than this. Each member of Government will deserve his share of blame for allowing matters to go from bad to worse. The adage "Truth is stranger than Fiction" is fully verified in this publication.—Yours,

NOT A HOUSE OWNER.

has it that one of the crew is entirely to blame. He should remember that country should come first in one's thoughts, and that all private differences should be subordinated to the patriotic desire to do battle as best one can for the land of one's birth. The English are still favourites, but their delay in getting together a crew and want of practice do not increase their chances. I think they will win, but the Scotch and the Americans will give them a "breather" for the Challenge Cup.

For the *Americans' Cup* Hayler's, Lockhart's and Ellis' crews are those most fancied. Hayler's No. 3, Skitt, has now to row in the *Memorial*, which comes just before the *Challenge Cup*. I do not think anyone of the two will win, but the Scotch and the Americans will give them a "breather" for the Challenge Cup.

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